

**GNLRT ADVISORY COMMITTEE**

**14th September 2004**

**REPORT OF THE CORPORATE DIRECTOR, CITY DEVELOPMENT**

**DAVID LANE CROSSING**

An additional meeting of members from the GNLRT Advisory Committee, the Police, Road Safety, NTU, Nottingham Tram Company and the Highway Authority was held on 22<sup>nd</sup> August 2004 to discuss a number of issues including David Lane crossing.

Members may recall that at a meeting of this committee on 23<sup>rd</sup> March 2004 a detailed report was submitted regarding operation of this crossing and the recommendation was that “the current enforcement actions of the Police should be supported and encouraged along with longer term extension of enforcement powers for the City Council”. However concern has been raised regarding the timings of the signals causing queuing at the junction and the routing of traffic through the junction. This report is in response to those concerns.

The junction of David Lane and Vernon Road is tightly constrained and has presented difficulties for highway traffic for several years. The re-design of the junction to accommodate NET Line One was required to demonstrate that the situation would be no worse in traffic terms following completion and the current layout was shown to be the best arrangement using traffic modelling techniques in line with national practice.

The junction operates for vehicular traffic as follows:

|         |                                 |        |
|---------|---------------------------------|--------|
| Stage 1 | Vernon Road north bound         | GREEN  |
|         | Vernon Road south bound         | GREEN  |
|         | David Lane ahead                | RED    |
|         | Southwark Street ahead and left | RED    |
| Stage 2 | Vernon Road north bound         | RED    |
|         | Vernon Road south bound         | RED    |
|         | David Lane ahead                | GREEN  |
|         | Southwark Street ahead and left | GREEN* |

\*The left movement will sometimes be RED to allow pedestrian movement across Vernon Road

An approaching train triggers an ALL RED phase while the crossing is checked via CCTV to ensure it is clear. The barriers are then lowered and the signals change to Stage 1 and remain on that stage until the barriers are raised. A pedestrian phase on Vernon Road may be called if the barriers remain down for an extended period.

An approaching tram calls up Stage 1, which will be held until the tram is safely across David Lane. A tram can also proceed across David Lane when the barriers are lowered for a train.

### Analysis

A considerable amount of work has been carried out to ensure this junction is working at its optimum level. The junction will continue to be monitored and minor adjustments to the timings, which prove to be beneficial to the operation of the junction, will be made as considered appropriate in accordance with standard practice. The issue of strategic route signing employed to divert through traffic away from this junction will also be considered as part of the City Centre Signing Strategy.

## **CORPORATE DIRECTOR CITY DEVELOPMENT**

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